

# POCAHONTAS TIMES.

VOL. 12, NO. 37.

MARLINTON, WEST VIRGINIA, FRIDAY, APRIL 12, 1895.

\$1.00 IN ADVANCE.

## Official Directory of Pocahontas.

Judge of Circuit Court, A. N. Campbell.  
Prosecuting Attorney, L. M. McClintic.  
Sheriff, J. C. Arbogast.  
Deputy Sheriff, R. K. Burns.  
Clerk Circuit Court, S. L. Brown.  
Clerk Circuit Court, J. H. Patterson.  
Assessor, C. O. Arbogast.  
Commissioners Co Court, C. E. Beard,  
(A. Barlow).  
County Surveyor, George Baxter.  
Coroner, George P. Moore.  
County Board of Health, Dr. J. W. Price, L. M. McClintic, M. J. McNeel,  
J. C. Arbogast.  
Justices, A. C. L. Gatewood, Split  
Rock, Charles Cook, H.  
Grose, Huntersville, Wm. L. Brown,  
Danmore, G. R. Curry, Academy;  
Thomas Bruiley, Labelia.

## THE COURTS.

Circuit Court convenes on the first Tuesday in April, third Tuesday in June, and third Tuesday in October.  
County Court convenes on the first Tuesday in January, March, October, and second Tuesday in July. July is levy term.

## LAW CARDS.

**N. C. McNEIL,**

ATTORNEY AT LAW,  
MARLINTON, W. VA.

Will practice in the Courts of Pocahontas and adjoining counties and in the Court of Appeals of the State of West Virginia.

**L. M. McCLINTIC,**

ATTORNEY AT LAW,  
MARLINTON, W. VA.

Will practice in the Courts of Pocahontas and adjoining counties and in the Supreme Court of Appeals.

**H. S. RUCKER,**

ATTY. AT LAW & NOTARY PUBLIC  
HUNTERSVILLE, W. VA.

Will practice in the courts of Pocahontas and in the Supreme Court of Appeals.

**J. W. ARBUCKLE,**

ATTORNEY AT LAW,  
LEWISBURG, W. VA.

Will practice in the courts of Greenbrier and Pocahontas counties. Prompt attention given to claims for collection in Pocahontas county.

**W. A. BRATTON,**

ATTORNEY AT LAW,  
MARLINTON, W. VA.

Prompt and careful attention given to all legal business.

**ANDREW PRICE,**

ATTORNEY AT LAW,  
MARLINTON, W. VA.

Will be found at Times Office.

**SAM. B. SCOTT, JR.**

LAWYER,  
MARLINTON, W. VA.

All legal business will receive prompt attention.

## PHYSICIAN'S CARDS.

**DR. O. J. CAMPBELL,**

DENTIST,  
MONTEREY, VA.

Will visit Pocahontas County at least twice a year. The exact date of his visit will appear in this paper.

**DR. J. H. WEYMOUTH,**

RESIDENT DENTIST,  
BEVERLY, W. VA.

Will visit Pocahontas County every spring and fall. The exact date of each visit will appear in The Times.

**J. M. CUNNINGHAM, M. D.,**

PHYSICIAN & SURGEON,  
MARLINTON, W. VA.

Office next door to H. A. Yeager's Hotel. Residence opposite Hotel. All calls promptly answered.

**J. M. BARNETT, M. D.,**

HAS LOCATED AT  
FROST, W. VA.

Calls promptly answered.

## A Fairy Tale.

The time seems to have come again when men are not afraid to talk of gigantic projections. From every source comes word of a railroad which is to pierce the great Appalachian Range from east to west north of the line of the Chesapeake and Ohio Railway. One late sketch speaks of it as being destined to open up a great country which is practically unknown. The writer seemed to ignore us who are living in these parts. Is it possible that during all the years that the county newspapers of this region have been calling attention to the great natural resources of these parts, they have failed to make it plain that there was such a country to be developed?

The article below is from the Baltimore Sunday Herald of March 31st. If it could only be true that eight millions of dollars are to be spent this season on this work, we would know ere long what effect a railroad would have on Pocahontas:

"STAUNTON, VA., March 30.—Of more than ordinary interest, not only to the people of this section of Virginia, but to those of West Virginia and Maryland, is the recent revival of the Chesapeake, Shenandoah and Western railway project.

"The movers contemplate the construction of a line primarily from a point at or near Fredericksburg to Marlinton, the recently-created county seat of Pocahontas, W. Va., but eventually designs to create a continuous system from the tidewater, with the capture of the Chesapeake and Ohio measures at a point on the Chesapeake, or nearly so.

"The charter for this road was granted by the Virginia Legislature at its session in 1892, but to outward appearances the scheme has lain dormant since that time. Its projectors, however, have been quietly at work in the interior examining routes, making estimates, interesting capitalists and attending to the thousand and one things essential to the successful carrying out of a scheme of such magnitude. All this was done so quietly that to those who had not kept well informed in the matter the announcement that the charter fee had been paid and the charter turned over to the Old Dominion Construction Company, was somewhat of a surprise, and the further announcement that \$8,000,000 was to be spent in the work of construction in Virginia this season has created a pretty general feeling that the projectors of the new 'cross county' line mean business.

"At first sight, and particularly to those having a superficial knowledge of the topography of the territory through which the route lies, there would seem to be stupendous physical difficulties in the way, as both the Blue Ridge and the Alleghenies must be crossed or penetrated before the road can be completed.

"But both these barriers have been surmounted by the Chesapeake and Ohio, and careful surveys show that the new road can get through with easier grades, shorter tunnels and by a more direct and consequently less expensive route than that adopted by the Chesapeake and Ohio.

"Of the two ranges, the Blue Ridge probably presents the greatest difficulties, but it is not essential to the operation of the road that this portion of it should be constructed at once, as its traffic can be delivered to Baltimore, Washington, Norfolk and other points of commercial importance over either the Baltimore and Ohio, or the Norfolk and Western, both of which roads it will cross at right angles on its western course across the heart of the great valley.

"The route for this section of the road is not definitely settled, though it will probably surmount

the Blue Ridge at Brown's Gap, entering the valley and crossing the Norfolk and Western at Shenando or Port Republic; thence up the valley to the North River of the Shenandoah, six miles to Mount Crawford, whence it will cross the Valley branch of the Baltimore and Ohio.

"This particular portion of the new road is the point of interest to this section of the valley just now. The natural route, if the topography of the valley and directness of the course are to be considered, is the point named, nearly equidistant from Staunton and Harrisonburg, and both towns want the road, with the chances probably somewhat in favor of the latter.

"One inducement Harrisonburg offers is that it controls the former rights of the road projected and partially constructed a number of years ago by R. N. Pool and his associates, which was designed to develop the same territory toward which the Chesapeake, Shenandoah and Western is headed.

"The saving in cost by the use of this already graded roadbed would probably more than compensate for the increased cost of construction necessitated by the detour of some 20 miles from the direct route in order to reach the Rockingham capital. A sort of preliminary showing of hands the other day developed the fact that the people of Harrisonburg had \$170,000 ready to put into the road if it came their way, with strong probabilities that this sum could be readily increased to \$500,000.

"Staunton, up to this time, has done nothing definite, and as the topographical conditions are not in her favor the probabilities are in her favor. The probabilities are in her favor. The probabilities are in her favor.

"The road in this direction. As to whether the road is worth striving for, and the nature of the traffic it will develop, a summary may not be out of place in this connection.

"At the western edge of the valley it enters Highland county, one of the most isolated sections of the State, so far as means of communication with the outside world is concerned; yet at the same time, probably the wealthiest community, population considered, within the borders of the Old Dominion. The 'cattle on a thousand hills' are there, and, at the close of the grazing season, it is a sight well worth witnessing to see the hundreds of sleek bovines arriving in Staunton from the mountain fastnesses 'on the hoof' for shipment to the Baltimore market principally, though many of them go to Philadelphia and to English ports. Highland is also a grain-raising section, but the difficulty of access to market confines the production of food-stuffs, outside of live stock, to about what is needed for home consumption. For the same reason her forests have remained practically untouched, and her mineral deposits undeveloped, though known to exist.

"From the crest of the Alleghenies the distance is but short into the Gauley basin—a region whose wealth of both mine and forest is so great and so clearly established that no less than five railroads are now entered in the race to secure the rich rewards that await those who penetrate that rich section and open the way for its products to reach the outer world.

"From the junction with the Baltimore and Ohio Railway, the air-line distance to the heart of the Gauley coal-field does not exceed 75 miles. Making liberal allowance for curves and detours necessary to secure easy grades, the total length of the road required would not exceed 90 or 100 miles at most. This would reduce the distance from almost all points in the Valley to the coal fields about one-half, not only effecting a great saving to consumers in the price of fuel, by the difference in freight but would also give the benefits of railway competition, as the Gauley coal being identical with that of

New River, the Chesapeake and Ohio could no longer control the coal market of this entire section by reason of the superior quality of fuel it claims to, and does, at present, supply."

## Cross-Country Steeplechase At Mingo.

The above sporting event took place on Thursday, March 28th, in superb weather. The course was flagged out, over the Ward Fields, (kindly lent for the occasion by Mr. E. Ward, of Lee Bell), which lie on the top of Mingo Hill, and was 1 1/2 miles in length, with six log fences as jumps, which had to be negotiated by the horses.

There were several awkward twists and turns in the course—such as to try the mettle of the runners. The "going" was all that could be desired, the recent change in the weather having dried up the land. Mingo Hill afforded a splendid natural "grand stand" for the crowd of spectators, who mustered up in great force, whilst the rocks and other "coigns of vantage" were taken possession of by enthusiastic sportsmen at an early hour in the afternoon. The "fair sex" graced the festive scene with their presence, and we noticed Mrs. A. D. Bruce, Mrs. R. H. Tuke, and Miss Earnshaw, all mounted on good-looking "palfreys," whilst Miss Ellen Bevan appeared "on wheels," accompanied by the "son and heir" of Newmarket, who thus made his debut on the turf. "More power to his elbow!"

Nine horses faced the "Official Starter," (Mr. James Hebden), who was decked out in his "Sunday best," and looked "every inch a gentleman!" The following are the names of horses and riders, with the order they finished in:

L. Tuke's Tom, (owner).....1  
E. Hale's Harkaway, (B. Earnshaw).....2  
E. Brook Hunt's Agent, (J. Dunk).....3  
E. Hebden's Miss Muffet, (owner).....4  
S. L. Greas' Dandy Dick, (owner).....5  
A. D. Bruce's Malhattan, (Hainstock).....6  
A. Bruce's Molly, (F. Anderson).....7  
E. Hale's Blunderbus, (A. Bruce).....8  
H. Earnshaw's Confidence, (A. Lawson).....9

Much regret was felt for Mrs. A. D. Bruce, whose entry, Harlequin, got crippled on the very morning of the race, for he was a hot favorite for the event.

At 3 p. m. the start took place near "Fander's House," and it was soon evident that the spectators were to be treated to a "nip-and-tuck" race. The first fence was successfully negotiated by all the contestants, and away they raced, in a cluster, down the first meadow and across the Barny Lot Run, where no luckless wight got drenched, although the stream was swollen to unusual proportions. The second fence presented an awkward take-off, and the "field" soon got spread-eagled; but away they go,—the pace was too hot to inquire after damages! At the Trough-Spring School-House fence Mulhattan, (a strong favorite) swerved, and, as it would take a ten-acre field to turn him in, it was seen that his "bolt was shot!" Harkaway now took up the running, closely followed by Tom—both going at break-neck speed all down Mr. E. B. Ward's "Big Meadow," at the bottom of which there was a nasty jump, followed by a sharp turn at the gate by the "Ward Scales. The sporting owner of Dandy Dick (the famous winner of last year's point-to-point race) mistook the scales for a half-way house, and dismounted (against his will) to "get a drink!" A man was sent to this identical spot, on the following day, armed with a sack; but says he failed to pick up the pieces which are supposed to have been chipped off the renowned "Squire of Cheat Hall."

The "neck" was brought up by Molly, (who was ridden, every ounce, by Frank Anderson, his first appearance over a steeplechase course), and Confidence, who seemed to be enjoying a go-as-you-please race all to themselves.

Over the river the horses dashed whilst the colors glittered gayly in the sun, and then the point to test the capabilities of the horses ap-

peared in view, in the shape of a short but steep hill, with a fence at top. Up this they crawled, Tom and Harkaway still leading, closely followed by Agent, with Miss Muffet, Blunderbus, and Molly somewhat in the rear, the lot being whipped in by Dandy, (whose jockey now rode like a giant refreshed—after his big drink) and Confidence. Over this fence they came in the above order, which they maintained half way up the field, when Harkaway began to draw away from Tom. For a moment it appeared as if Harkaway would walk away, but Tom soon closed up, and the two came at the last fence at a racing pace. Tom hopped over, but Harkaway, catching the top rail, came down "wollop," leaving Tom to canter in an easy winner. Nothing daunted by his fall, the "Young 'Un" was up and on again, determined to get in for a place, while Agent, hard ridden, was being driven at his last fence. Harkaway's turn of speed enabled him to roll home second, but it was evident that the race for third place would be hardily contested, as Miss Muffet, catching up Agent just before the last fence, the two "flew" it together, and then Jimmy Dunk and Tommy Hebden (the coming feather-weight jock), sat down to ride "all they knew." Up the straight they came, neck and neck, and it appeared as if Miss Muffet would come in third; but by a piece of desperate riding, combined with good judgment and jockeyship, "Jimmy" won third honors for "John Bull" by half a length, amidst vociferous cheering. The beaming smile on our own "John Bull's" jovial "phiz" was the sweetest thing of the whole race!

Great credit is due to L. Tuke for his gallant win on that honest, good-all-around horse, Tom. He is hard to beat in any country.

Much thanks is due to Mr. E. B. Ward for his kindness in allowing the race to be held over his land, and all were pleased to see his handsome face in the crowd. All returned home well satisfied with their day's outing.

"I freely confess that most of my fun, I owe it to horse and to hound!"  
Yours till the last whoop,  
"THE CONFIDENCE MAN."

PLATO who stands at the head of his class as a wise and high minded philosopher, was forced by his reasonings to rest in the belief that matter was one of the two eternally existent principles, hence God's work simply consisted in molding matter into forms, and putting these forms to their respective uses. Others rejected this for the idea that matter is an emanation from God, so in the creation God put as it were a part of himself into the various forms under which nature exists. What Plato and all others taught conflicted more or less with the assertion that God created the heavens and the earth. Philosophers seemed to forget they were not present at the beginning of all things, and that such is the nature of creation that a knowledge of it is impossible, aside from super-human communication, dealing as such knowledge with a period of time and a process of energy preceding the existence of the human mind, and hence outside the limits of mental possibility.

ON Feb. 3rd, while Rev. Elijah Tiller was crossing the mountain, between Rock House Fork and Main Pigeon, on his way to fill an appointment on Rock House Fork, he was torn from his horse, presumably by some wild animal, and killed. The pieces of his body were afterward found by Crocket Hatfield. We received this information from Pleasant Chafin—Logan Banner.